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25X1C4a



STANDARD OPERATING PROCEDURE
NUMBER 50-3055-24

30 March 1965

MODE "X" FLIGHT FOLLOWING

25X1A6a

1. PURPOSE: To establish Mode "X" flight following operational procedures to be utilized by A-12 pilots flying from [REDACTED]

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2. SCOPE: This procedure is applicable to all A-12 pilots flying from [REDACTED] Flight outside [REDACTED] on routes pre-filed with NORAD Senior Controllers will not be scheduled for pilots not briefed on these procedures.

3. PROCEDURES:

a. The following organizations are participating in Mode "X" flight following:

(1) NORAD Combat Operations Center (Senior Controller).

(2) Mode "X" stations:

(a)

(b)

(c)

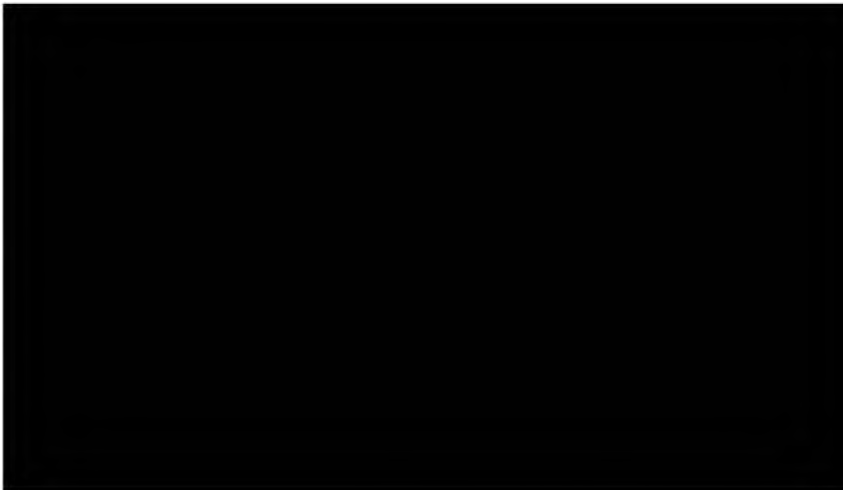
(d)

(e)

(f)

(g)

(h)



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b. Normal mission notification will be made by Area Command Post (DCOTC) to the Senior Controller, NORAD COC. This notification will be made NLT 12 hours prior to scheduled mission departure time. Area Command Post will also make notification to "Bud" tower at the same time for relay to [REDACTED] site.

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c. Mode "X" stations, through which aircraft will transit, will receive advisory from the Senior Controller, NORAD COC, at not later than 12 hours

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and vice versa. The Area Command Post and [REDACTED] personnel at [REDACTED] 25X1A
will not make calls direct to Mode "X" stations, except those calls between [REDACTED]
[REDACTED] and [REDACTED] giving initial takeoff time since [REDACTED] 25X1A6a
[REDACTED] site will initiate the Mode "X" monitoring hand-off.

(b) Aircraft will use call sign of [REDACTED] plus two digit number.

(c) Mode "X" stations will use aircraft call sign as common ground control call sign, with station identifier following the call sign. (EXAMPLE: Aircraft call sign is [REDACTED], and call is answered by [REDACTED] 25X1A6a
[REDACTED]):

1. Call by aircraft: "Ground Control, this is [REDACTED] 25X1A2g
Over".

2. Ground station answers: [REDACTED] 25X1A2g this is [REDACTED] 25X1A6a
[REDACTED]. Go ahead".

3. This procedure will permit pilot to identify station answering call when overlap between ground stations may exist. Aircraft pilot may contact a specific ground station by using the complete ground station identifier, i.e. [REDACTED] 25X1A2g this is [REDACTED] Over". 25X1A2g

4. Mode "X" Code 07 will be used for all missions operating under this concept.

5. The pilot will not be asked to change from assigned Mode "X" code.

6. The following UHF air/ground frequencies are assigned: Primary - 341.4, Secondary - 393.0.

7. If exercises, tactical evaluations, equipment malfunctions, etc., preclude Mode "X" support by a given station, the station will advise the Senior Controller, NORAD COC, as soon as this fact is known. The NORAD Senior Controller, will, in turn, advise [REDACTED] Command Post.

(2) Monitoring procedures:

(a) All missions will initiate Mode "X" monitoring with [REDACTED] 25X1A6a
[REDACTED] station. At the predetermined hand-off point to the next monitor station, [REDACTED] will effect hand-off to that station. To assure positive flight following, the controller at each station along the flight route will effect the hand-over to the controller of the next station by voice communication, using the "dedicated" commercial telephone number listed for that station in paragraph f of this paper. (Should malfunction of the commercial circuits make it necessary to use tactical voice circuits, Priority 3 will be used on any communications required in support of this project). This procedure will continue between stations for the mission route. In the event that deviation from scheduled route occurs because of emergency, fuel shortage, etc., the station having monitor responsibility at the time of deviation will hand-off to the next station along the new route.

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(b) Air/ground transmissions will not be made unless deviation occurs. Deviations are defined as "any condition not pre-planned"; i.e. aircraft exceeds 25 NM distance from designated flight path centerline. In the event of deviation or failure to receive aircraft transponder, the Mode "X" station will contact the aircraft and advise the pilot. If it is necessary for the aircraft to abort the scheduled route, the pilot will contact the Mode "X" station.

1. If ground station is unable to receive aircraft Mode "X" signal, pilot and next monitoring station will be advised immediately so that next station will assume flight following responsibility at the earliest time possible. This station will advise pilot when radar identification is made.

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2. A deviation of the A-12 will be reported immediately to the Senior Controller, NORAD COC, for further relay to [REDACTED] Command Post.

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(c) As indicated above, known outages of ground stations will be reported to the Senior Controller, NORAD COC, for relay to [REDACTED] Command Post. A Mode "X" station outage will not require cancellation of a scheduled mission, however.

(3) Emergency Procedures:

(a) When abort occurs and aircraft is capable of return to home base above FAA-controlled airspace, Mode "X" monitoring procedures will remain in effect. When abort occurs resulting in emergency landing at other than home base and/or aircraft must descend into FAA-controlled airspace, established F-12 Emergency Procedures will be initiated by pilot. (These procedures are described in paragraph 5a of SECRET letter, NOCC, Hq NORAD, 19 Feb 65, subject: (U) Special Surveillance Procedures).

1. Aircraft transponder will be set on Mode 3 Code 77. Airborne equipment arrangement is such that transponder will also be operating on Mode "X" Code 77.

2. The pilot will advise the Mode "X" station monitoring the aircraft prior to changing UHF radio frequency.

(b) Mode "X" Station Responsibilities:

1. Monitor frequency 243.0 megacycles when advised by the pilot that he is initiating F-12 Emergency Procedures and changing frequency to "Emergency".

2. Maintain radar contact with aircraft and provide navigational assistance, if requested by pilot and not provided by FAA or NORAD control facility called by the pilot.

3. Report emergency immediately to the Senior Controller, NORAD COC.

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(c) Time and situation permitting, emergency voice transmission by the pilot will include the following:

1. Aircraft tactical call sign.
2. Aircraft type.
3. Declaration of emergency.
4. Aircraft position.
5. Pilot intentions.
6. Request for assistance as appropriate.
7. Request that message be relayed to Senior Controller,

NORAD COC.

(d) Mode "X" station answering emergency transmission will acknowledge the declared emergency, the pilot's intentions, and immediately report this information to the Senior Controller, NORAD COC.

(e) Designated emergency landing airfields, by order of priority, follow:

1. SAC bases.
2. Other USAF bases.
3. Other military bases.
4. Civil airports.

(f) It is probable that, under emergency conditions, the pilot will request a vector to a specific airfield. In the event that pilot requests a vector to the nearest available airfield, any of the installations outlined in paragraph 3g(3)(e) above, will be utilized.

4. GENERAL:

a. Participating Mode "X" stations, except personnel at [REDACTED] site, and the Commander, [REDACTED] are not knowledgeable regarding the A-12. Other site Commanders, and all supporting personnel except for Senior Controllers, NORAD COC, have been briefed that these procedures are being developed and implemented in support of the F-12 flying [REDACTED] Pilots must maintain complete cognizance of security implications and at no time identify their desire for vectors to [REDACTED] If navigational assistance is required for vector to home base, request for vector to [REDACTED] "X" site will be requested; when in contact with either of these two sites, vector to "home base" may be requested.

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b.

Commander will publish instructions for use by
in initial hand-offs to other sites.

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for

Colonel, USAF
Deputy Commander for Operations

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for

Colonel, USAF
Commander

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